

## Route 29 Corridor Town Hall Meeting Delegate Guzman

4/9/18

After an introduction by Ike Broadus, the meeting host, Mark Nesbit, VDOT's Warrenton Resident Engineer Mark made a brief presentation that touched on the studies conducted on the Route 29 corridor, which included a potential bypass, the statewide Corridor study and other studies that looked at the corridor and intersections. Other items touched on by Mark prior to the public comment period included:

- 3 years ago a Smart Scale application was submitted for funding to take the humps out.
- The submittal to level the humps on 29 northbound was not funded as it did not score well in any one category including safety as it did not address congestion and some of the others factors and as a result the Cost/benefit was not high enough. The types of crashes at this intersection are primarily rear end and are not catastrophic or fatal which weighs in on the safety score. Cost +/- \$7-8 million.
- The Commonwealth Transportation Board completed a Corridor Study for Route 29 from the North Carolina Line to the District of Columbia, which was approved in 2009. This document recommended alternative intersections be installed before signals and required localities to incorporate these provisions in their transportation comprehensive plans, which Fauquier did.
- Based on the CTB policy, VDOT is to consider alternative intersections before traffic signals and avoid adding signals on corridors of statewide significance.
  - The only similar type of alternate intersection of this type in the Culpeper District is in Culpeper at Route 29 and Mountain Run Lake Road.
  - VDOT's analysis indicates 29 will see improved LOS and accident reduction if concept is implemented.
- In order to manage the traffic in the corridor adding traffic signals is an inefficient means and will cause further congestion. Have to look at alternate intersection before signal in corridor.
- RCUT: different turn movements cause conflicts at intersection. The number of conflicts; not new but different conflicts, but improves safety and operation. Culpeper County completed an R-Cut 2 years ago and works well without signal, funded through HSIP different scenario than 215; understand this is different than Culpeper.
- VDOT had some small exhibits displayed and the concept of how the Michigan left intersection worked which was explained.
- The Route 29/Vint Hill Road Michigan left project was submitted for Highway Safety Improvement Program funding, but the funding has not yet been approved. It is in the draft SYIP pending approval.

- Upon completion of Mark's presentation, the floor was opened up to public comment and summarized as follows:
- Public Comment- Shout outs and replies by Mark before Ike Broadus had them sign up to speak:
  - Vint Hill access from 29: eliminates left turns/impacts access
  - A concept r-cut at Route 29/Telephone Road may be submitted by Fauquier County for Smart Scale funding only if the U-turns will be signalized.
  - A petition has been circulated that has 2,000 signatures opposed to the alternative intersection projects.
  - Analysis shows improved corridor Level of Service and reduced crash data rate. The fact that it's a new concept is the concern.
- Meeting in September showed cross over intersection concepts so in final design there will be changes based on project development.
- Left turn lane to handle turns; u-turn will handle large trucks and be signalized
- Where is South u-turn?
- Traffic lights synch?
- Additional lanes?
- Don't understand how this safer to cross 2 lanes
- Think accidents will get worse
- Concept not approved for funding yet; public hearing May 7<sup>th</sup>
- What about Beverly Mill Road?
- Concern is not just at 215, but also 600; 676 and 838 concern people stop coming to businesses
- 3 ways to turn left all would be gone scary as business owner
- 676 not subject for funding
- Reconsider 838 because VDOT will not approve signal
- **Guzman:** Wanted to conduct this Town Hall meeting directly after legislative meeting
  - Through email and phone heard >2K signatures against projects.
  - Mark very receptive of comments received nothing set yet
  - Here to get concerns
- **Bob Brown:** Does not support making Route 29 a Throughway and believes left hand turns are dangerous. What is the objective?
  - Safety concern
  - Underlying desire to turn 29 into thru way
  - 800 + people and him rely on left turn; don't want to make u-turn too dangerous
  - Try making left onto business Route 29; risky and speeds increase
  - Left at Vint Hill verse right on red turn on 29 seems more dangerous
- **Bill Riley:** live in Suffield Meadows
  - Safety cross over from right to left claim that this is safer because of study, owe us that information

- VDOT decades ago DSN 66 to merge onto high speed left lane not safer
- Questions safety of the crossover - have to move over two lanes from right to left
- Provide studies to prove this intersection type is safer.
- Merges in left (from left) not safer. Referenced I-66 to I-495 prior to Express Lanes and Rte 17 onto I-66 in Fauquier County.
- **Eddie Barbar:** Brookside resident
  - Turn at 215 time light no traffic not turn red
  - Live in Centerville traffic backs up and will happen here
  - Time lights to solve issue (they are). In Chantilly on Rt. 28 & I-66 VDOT removed traffic signals which just moved congestion.
- **Richard Blake:** Show of hands against that are opposed to the project– majority of hands went up.
- **Amanda Blake:** Need better graphics, ones we had are too small. Explained quality graphics provided at September 2017 CIM where the majority of attendees opposed/some favored.
- **John Brown:** Brookside Resident. Issues in PWC will remain. Need to solve Fauquier and Prince William problem. (Do one and make sure it works).
  - Concern property 4 intersections merging 2 lanes toward Gainesville get to 15/29 stop without backups. Most critical intersection 215 develop business here if get it wrong won't develop full as needs to do 1 test and then see about more.
- **Jeremia Nelson:** Brookside
  - 2-17 year old drivers
  - Left on 676 now do u-turn as scary seems unsafe and ridiculous
  - 17 year old driver (U-turn concerned) unsafe
- **Virginia Jackson:** First heard of these projects. Thought only 215/29 was being considered and opposed but no way with 3 intersections.
  - Have on ramp land? This only concept
  - Not go 100% do on ramp lane but usually people go south onto 29 usually go North add right turn merge lane
  - Get rid of u-turn
  - This is a royal mess don't do it
  - Multiple intersections (opposes alternative intersection designs)
  - Add a merge lane onto N.B. 29 (merge lane) to form a continuous right turn lane.
- **Whitney:** what other designs considered? (2 year facilitated study has this)
  - What cost for those
  - What other designs were considered
- **Mark Nesbit:** 2015-2016 – 29 corridor stakeholder group. Engineer firm provided options. Considered removing humps; added queue loop in dip for flasher. Level humps estimate cost was \$3-4 million for construction including escalation costs.

- **Delegate Guzman:** Couldn't get funding yet for humps through smart scale
  - Only fatal @838 according to VDOT
  - Has high crash rate but no fatal accidents
  - Latest planning study (Baker Engineering)
  - Flashing light change
  - 4 or 5 other suggestions from study
- **Robert:** in Culpeper County what volume 20k-25k on 29 this 45k-50k
  - This known service area VDOT ignored no one here believed safer if need to make left in rush hour traffic how do you?
  - That's not safer have signal no gaps; people won't wait
  - Not safer than a traffic light?
- **Miles Freedman** – Director of Economic Development try to protect and help at grow economic development
  - Believe this throw sand in engine
  - This would deter business
  - Make access hurt existing business and turn off prospects
  - So much time and money to implement??? And access this step backwards
  - Vint Hill economic engine.
  - Concerned it hurts access
- **Tim Hoffman:** Vint Hill HOA – Opposed. Constituent opposed concern large and small present from September this not reflect any intersection from input received
  - VDOT stonewalling us issues not addressed
  - Concerns and comment no one look @ systemic effects on roads Rouges etc. we're a low priority. VDOT has made no changes to concept since Sept. input. (This is true no further development has been done due to lack of funding).
  - What changes were recommended? (None. People just opposed the project)
- **Mike Maloney:** Vint Hill business center, echo Miles sediments, businesses hurt
  - This impedes concerns with difficult to merge 700' to 1'k two lanes. Point of stakeholder group
  - People crossing timing of lts people speed traffic deferral to alter paths
  - Don't know how get away from topology
  - Issue 2 hump move left further down
  - Hump at left have stopping traffic at people merge
  - Compound issues
  - Have people merge @ 60+ mph & people stop for u-turn (This is counter to goal)
  - Same comments from 2 years ago
  - Traffic diversions during rush hour
  - Move light south
- **Kirk:** Vint Hill Business owner: Vint Hill cabinetry
  - Have 6-8 tractor trailer pull into shop daily

- Now come over 2 blind humps will be disaster
- That's only 1 shops traffic
- Back up on Route 29 and can't see backed up traffic due to hump
- Safety and access for trucks is his concern
- **Penny:** Brookside resident
  - Leave for work a@5:30 am and have to wait for light to turn for right turn. People making u-turn can't imagine.
  - Back up traffic further 215 to NB 29 (right lane detection at signal is an issue.)
- **Larry Terry:** Property owner adjacent to 29/215, appreciate tonight
  - Father bought property @676 & 29
  - Live in Culpeper
  - People try spend money @ home to help community
  - Know smarter people stand and say this works
  - If recommend this in other areas than Virginia this not be valid property
  - Culpeper different animal works because volume level
  - Hard to sell property and find way to speed up and slow down
  - Jeopardize business people leaving in rush hour traffic don't feel this is the way it needs to be done
  - Have prospect business that won't come in these circumstance
  - Business shut down put tax burden on citizen
  - Challenge based on volume of traffic
  - Mountain Run Lake works due to lower traffic volumes
- **Darcy:** Brookside VDOT emphasizes keep traffic merging on Route 29
  - Merge traffic as safely as possible
  - How will traffic grow?
  - Mark Nesbit: 1%/year is current growth.
  - Consider growth here? Think there is a disconnect
  - VDOT priority to move people on Route 29
  - Our prior access Route this solve harder less convenient and feel less safe
  - How long this solution work
  - Mark Nesbit: don't see as permanent fix 5-15 year fix. Depends on actual traffic growth
  - Can save \$4 million and put towards other designs? No
- **Delegate Guzman:** feel there's a disconnect make sure this message gets to Secretary of Transportation
  - Live off Greenwich now during rush hour takes 5 minutes because everyone from Glenkirk with more traffic divert to Glenkirk makes even harder
  - Won't work
  - Understand something husband come down 215 takes longer to get home
  - Make 676 bigger connector

- Greenwich Road – similar to request (takes too long to get out)
- Expand Riley?
- **Sunny Reynolds** – Vice Mayor Warrenton
- Safety, Economic Development
- Won't want to go to Warrenton
  
- Warrenton – u-turn issue
- Look @ another place
- Process to get this off the table What happens in Vint Hill affects Warrenton
- Go thru same thing in Warrenton safety #1 priority but also have to protect business
- No one want pass and make u-turn
- 65% community commute
- Need to have proper u-turn
- Warrenton new ladder truck won't be able to make u-turn
- Like a different plan.
  
- **Delegate Guzman** let the crowd know of the May 7 SYIP if you want comment directly to the CTB/Secretary
  - Place on April 30<sup>th</sup> NOVA SYIP (at District Office)
  - VDOT/locality collaborate talked about what not like what next step
  
- **Karie Hammond:** email HT meeting at Ritchie school
  - #1 concern: is remove humps
  - Only way to deal with road
  - Deal with the humps. Proposal does not solve hump issue (band aid)
  
- **Natalie:** Brookside Move signal further down not solve blind spot
  - People turn right and higher speed
  - Band aid
  - Impact on economy and homeowner
  - This temporary solution
  - Ignore local opinion
  - Fill the dips
  - Rogues Road widening
  - Emails – share school bus routes (school system not notified) explained in December 2016
  - Why hasn't this stopped? Fill the dips Natalie: Brookside resident
  
- Meeting last month at Vint Hill school buses
- Public schools can't understand how send bus thru here
- **Brian Cohn:** Brookside resident
  - Sub mid bus meeting an step now any op to fill dip
  - Support
  - CTB set budget go to April 30<sup>th</sup> NOVA meeting
  - NOVA probably too

- Miles can't recruit business
  - This is devastating. Every day goes by costs money then money to fix roads now ??? in controversy all week
  - What do to stop now??
  - Sufficient 3 years on power line
- **Mark Farris:** Frozen Favorites 15 years ago big issue get people off Route 29 into business
  - If you do this put me out of business
  - Warrenton, Gainesville, Haymarket not coming
  - Depend on Gainesville/Haymarket/Warrenton
- From Michigan never heard of Michigan lefts.
  - First responders aware? (Yes)
  - Born and raised in Michigan and never heard of Michigan left
    - School bus concern
    - Fire station discussed with them
    - Emailed MB and put in designate light for their calls
    - 215 not issue because not use
- Local people wants improve line of sight and min drastic accidents.
- **Kennedy:** Brookside
  - Local population: young/old
  - Gradual changes to drastic
- Government essential services (500 employees)
- Command Center issue
- VA Hospital
  - Delegates Guzman and Webert intend to send a letter of opposition.
  - Brookside and Ken: ?? caused accidents car total when car not recognize change in traffic pattern not recognized.
    - This too drastic
    - Business and gov. facil. If cut off 215 that's major issue
    - Command center just hearing this 215 needs be access
- Michael Webert:
  - Take humps out had hard time turn right out 15 to go south vet hospital
  - Fund project in VA CTB controls a lot Alison DeTuncq needs to hear from you
  - Fauquier delegate write letters
  - Feds also have vested interest and find funding to look take out hill
- Fauquier County not have CTB rep?
  - Alison DeTuncq is the Culpeper District CTB member that includes Fauquier.
- Natalie:
  - Who call at Fed level
  - Secretary of Transportation and DOI

- Plan for how 215?
  - Mark Nesbit no plans to widen in County
  - PWC can't come down to 2 lanes
  - Mark Nesbit: been considered in past not in county CP or VDOT plan to widen
    - What information took from this?
    - Project go thru public hearing in April and May
    - If no \$ opt perfect solution?
      - Grade separated intersection not best solution
      - Cost in LFCC \$26 million
      - Have to fix hills for intersection